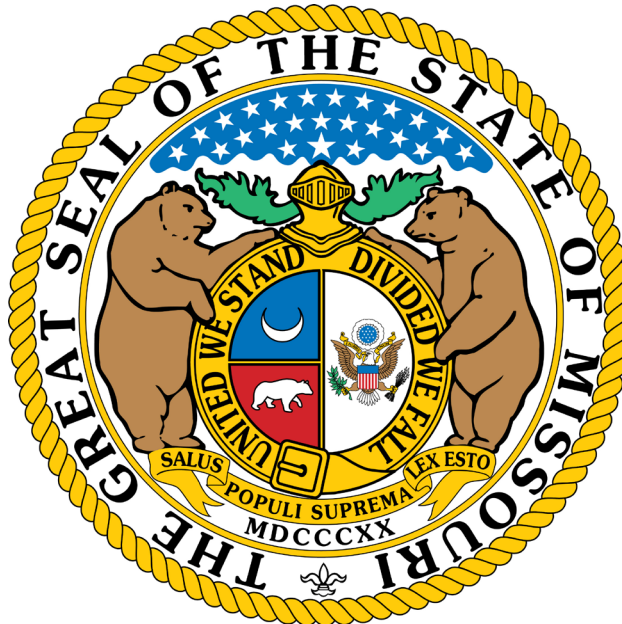


Fiscal Year 2025

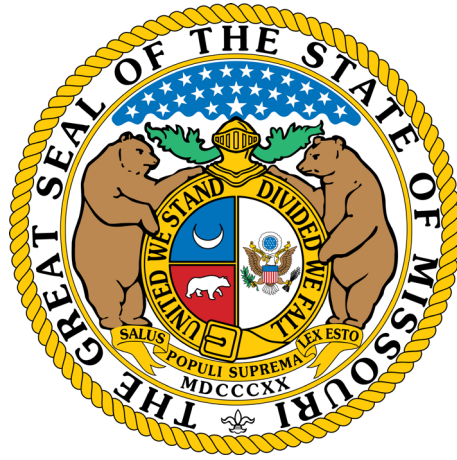
State of Missouri

Fleet Management

Annual Report



Division of General Services
Fleet Management



FY25

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The Honorable Mike Kehoe and
Members of the General Assembly:

I am pleased to present our Fleet Management Annual Report for fiscal year (FY) 2025.

Section [37.450, RSMo](#), requires the State Fleet Manager to produce an annual report, outlining the status of the State vehicle fleet and detailing recommendations for improvements and changes necessary for more efficient management of the fleet. This report includes details of progress made in FY25, the current state of the vehicle fleet, and fleet management goals for FY26.

I believe you will find this report useful and informative. Thank you for your support as we continue our efforts to improve the overall efficiency of the State vehicle fleet.

Sincerely,

A handwritten signature in black ink, appearing to read "Crystal D. Wessing".

Crystal D. Wessing
Director, Division of General Services

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Program Overview



Division of General Services
Fleet Management

The State Fleet Management Program is assigned to the Office of Administration's (OA) Division of General Services. It is the responsibility of the State Fleet Manager to oversee all aspects of the program and perform the following functions:

- Coordinate statewide fleet management activities
- Develop fleet policies and recommended vehicle practices
- Monitor agency compliance with the [State Vehicle Policy](#)
- Administer the State fleet information system
- Pre-approve passenger vehicle purchases
- Operate a consolidated State motor pool, serving agencies in the Jefferson City area
- Operate a State vehicle and collision services facility, serving all agencies
- Report the status of the State vehicle fleet annually, pursuant to section 37.450, RSMo.
- Communicate fleet replacement options to policymakers
- Administer fleet-related contracts
- Serve as a resource to State agencies on fleet management issues
- Host quarterly meetings of agency fleet managers

Missouri State agencies independently manage agency-owned vehicles, in accordance with Missouri statutes and the [State Vehicle Policy](#). The Fleet Management Advisory Committee (FleetMAC) consists of State agency representatives and contributes valuable input to decisions on fleet management in State government.

OA develops vehicle policies with the input of agency fleet managers. Agency fleet managers act as the primary contact between the State Fleet Manager and their respective agencies for all fleet-related matters.

Agency Fleet Managers

Agriculture	Susan Schreck
Attorney General's Office	Melissa Kampeter
Auditor's Office	Mark Henley
Commerce & Insurance	Grady Martin
Conservation	Chris Scheppers
Corrections	Raylea Graves
Economic Development	Greg Bernskoetter
Elementary & Secondary Education	Loree Libbert
Governor's Office	Tammy Allee
Health & Senior Services	Kyle Wilde
Higher Education & Workforce Development	Dylan Minor
Labor & Industrial Relations	Terry Doerhoff
Mental Health	Jason Gilbert
Missouri Lottery	Tapiwa Madondo
Missouri National Guard	Jakeb Eggen
Missouri State Highway Patrol	Zach Russell
Natural Resources	Terry Kingcade
Office of Administration	Samantha Robinett
Public Safety	Jennifer Jones
Revenue	Matt Stockman
Secretary of State	Justin Shanks
Social Services	Kathy Vogt
State Courts Administrator	Brain Dowden
State Tax Commission	Misty Frank
Supreme Court	Michael Hancock
Transportation	Amy Niederhelm
Treasurer's Office	Monica Boone

Executive Summary

While agencies have operational control of their fleets, the State Fleet Management Program oversees policy and supports agencies by providing tools and resources for the most efficient vehicular travel.

In FY25, Fleet Management advanced fleet best practices, following recommendations from the Task Force on Fleet Management's 2018 report. The task force brought together industry experts to review current State fleet practices, make recommendations for improvement, and to share industry best practices with representatives of the State of Missouri. The task force report is available at: <https://www.hawthornfoundation.org/our-focus>. Missouri continues to improve the State fleet, using recommendations identified in the report. See details below.

Vehicle Funding

Funding to replace vehicles varies year to year. Therefore, some agencies retain vehicles beyond their useful life, resulting in higher overall costs. Ongoing efforts should be made to seek opportunities to centralize redundant functions across the agencies.



Challenge: Due to the decentralized structure of the State fleet, agencies independently request replacement funding. This results in fragmented requests rather than a unified statewide strategy, often forcing agencies to retain vehicles beyond their useful life.

Action: To align budget requests with actual needs, OA will implement an annual fleet replacement cost analysis to assist agencies in establishing consistent replacement plans.

Fleet Management System

Technology use needs to be expanded to improve data reliability, reduce data collection efforts, and increase driver safety.

Status:

The legacy fleet information system will be



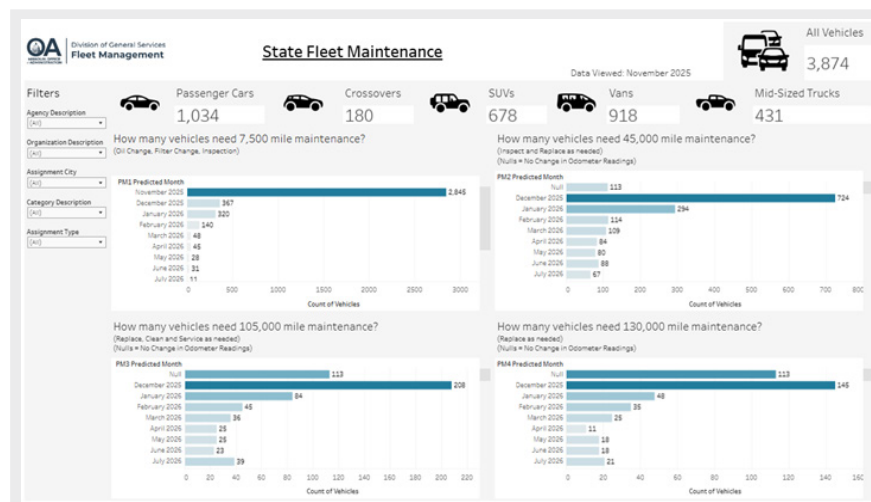
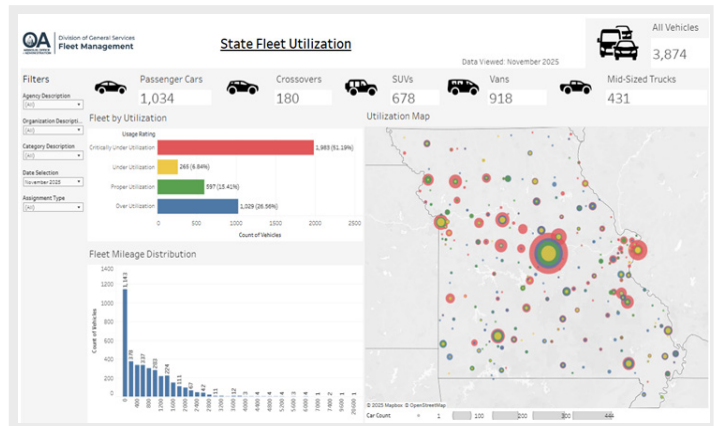
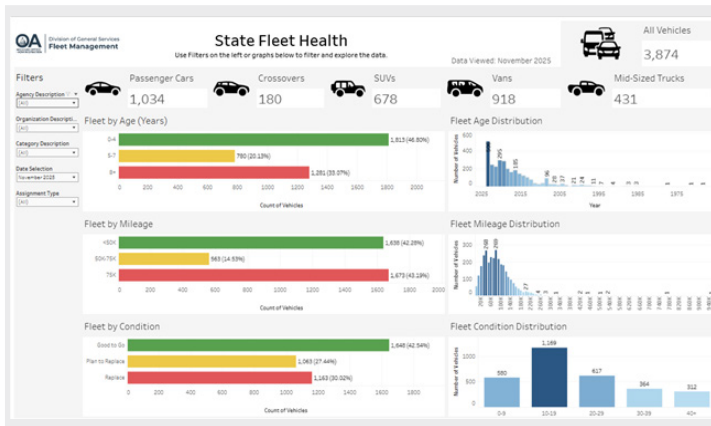
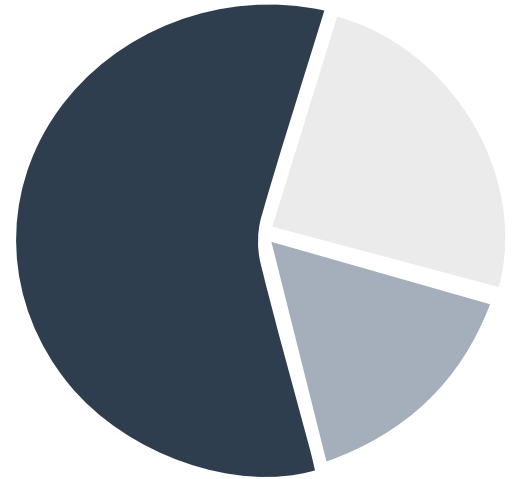
replaced by the Missouri Vital Enterprise Resource System (MOVERS) in FY27. This transition will automate data collection, improve safety monitoring, and provide advanced analytics throughout the asset life cycle.

Executive Summary (continued)

Standardized Metrics

Fleet metrics need to be standardized across all agencies.

Status: In FY25, OA implemented the State Fleet Management Dashboard in Tableau to automate monthly reporting on the status and condition of existing State fleet. This dashboard consists of statewide and agency-specific fleet data to view fleet health, replacement needs, utilization, efficiency, safety and maintenance.



FY25 Accomplishments

Overall Improvements

Assessed administration of OA's fleet, centralized redundant functions within the agency, standardized processes to gain efficiencies, capitalized on experience to maximize existing resources to reduce costs.

Quarterly Fleet Workshops

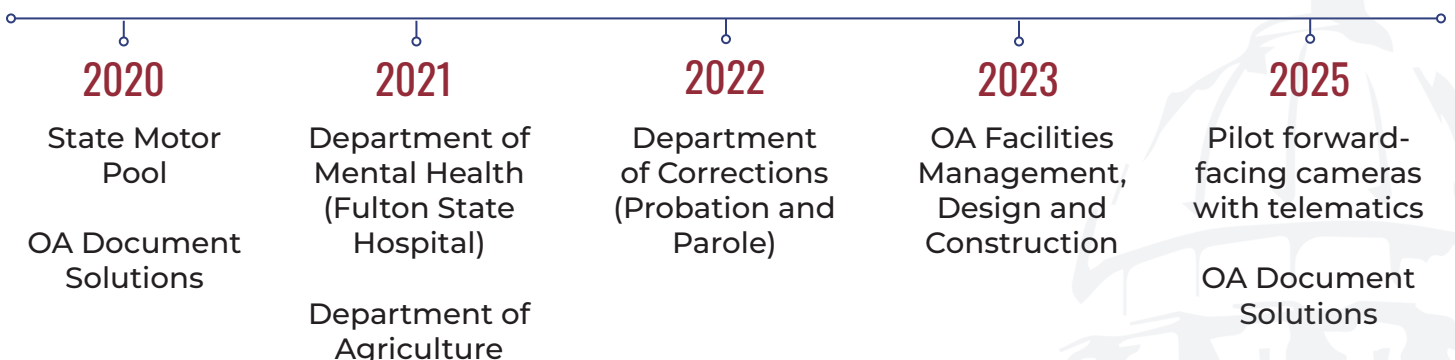
The State Fleet Management Program hosted quarterly workshops to enhance fleet education, fostering communication and idea exchange among agency fleet managers and administrators.

Customer Satisfaction Surveys

State Fleet Management and ShareMO are partnering to transition the program surveys into Qualtrics. The State Motor Pool survey is live and is providing valuable feedback and suggestions for improvement. A ticketing system is notifying program team members of the most critical feedback, allowing the team to reach out to customers and resolve issues as they arise. The State Vehicle and Collision Services survey and ticketing transition is in progress.

Telematics Expansion

The Task Force on Fleet Management recommended modernizing fleet technology by expanding the use of vehicle telematics. Telematics uses global positioning system (GPS) technology and on-board diagnostics to monitor and manage vehicles and other assets. It collects data on location, speed, fuel consumption, and driver behavior through devices installed in vehicles. This provides valuable insights for improving fleet efficiency, safety, and cost reduction. Since March 2020, the State Fleet Management Program has greatly encouraged telematics adoption. Several agencies, shown below, are already utilizing the technology.



FY25 Accomplishments (continued)

Maintenance Savings

In FY25, the average labor rate for vehicle maintenance in Jefferson City was \$156.00 per hour while State Vehicle and Collision Services was \$70.00. That is an average savings of \$86.00 per hour for labor. State agencies saved \$410,414.69 in parts and labor by utilizing State Vehicle and Collision Services in FY25.

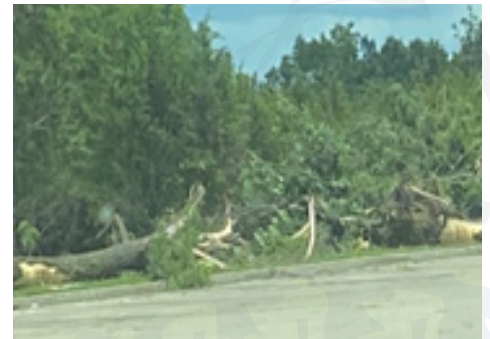


National Alliance of State and University Fleets Workshop

The State Fleet Management team was selected to present at the 2025 Workshop which was held on September 15-18 in Park City, Utah. Missouri's presentation was on their data-driven fleet strategy, emphasizing a shift from traditional vehicle management to a strategic, tech-enabled approach. The core of this strategy is the use of data and technology to align statewide travel needs with fleet operations. It empowers State agencies with decision-making tools and dashboards while engaging stakeholders with key insights to guide progress and highlight successes.

Groundbreaking

Phase I of construction on the Office of Administration's (OA's) new West Campus site, located at 4720 Scruggs Station Road in Jefferson City, officially began in FY25. Crews started clearing trees and leveling the land in the fall of 2024. As the project moves forward, the parking lot along Fairgrounds Road will be demolished and reconstructed to support the new campus layout.



Fleet Condition

Passenger Vehicles

Passenger vehicles are considered those having a gross vehicle weight rating under 8,500 lbs. These include sedans, light-duty trucks, station wagons, crossover utility vehicles, sport utility vehicles (SUVs), and passenger vans.

The State's passenger fleet is subject to a 75,000-mile minimum replacement criterion, under the [State Vehicle Policy](#). Agencies must seek pre-approval from the State Fleet Manager to purchase passenger vehicles unless they will be operated by POST-certified law enforcement officers. The State fleet consists of 3,177 passenger vehicles (excluding the Missouri State Highway Patrol, Departments of Transportation and Conservation, and State colleges and universities).

Average Odometer by Funding Source

	FY23	FY24	FY25
General Revenue	60,676	73,001	85,326
Federal/Other	79,558	92,559	105,560
All Funds	73,747	86,540	99,333

Average Age (in years) by Funding Source

	FY23	FY24	FY25
General Revenue	4.8	5.8	6.8
Federal/Other	6.8	7.8	8.8
All Funds	6.2	7.2	8.2

Medium/Heavy Duty Vehicles

Vehicles considered medium/heavy duty are not subject to the same minimum replacement criteria as passenger vehicles. The State fleet consists of 434 medium and 120 heavy duty vehicles. It is difficult for the State Fleet Management Program to estimate the condition or replacement needs of the medium/heavy duty fleet, as normal replacement cycles vary widely and depend on the function of the vehicle. Data on medium/heavy duty vehicles is included to inform policy makers of the likely replacement needs; however, State Fleet Management must defer replacement recommendations for these vehicles to the State agencies.

Average Odometer by Funding Source

	FY23	FY24	FY25
General Revenue	103,446	111,811	120,176
Federal/Other	111,811	86,556	91,878
All Funds	120,176	95,482	101,879

Average Age (in years) by Funding Source

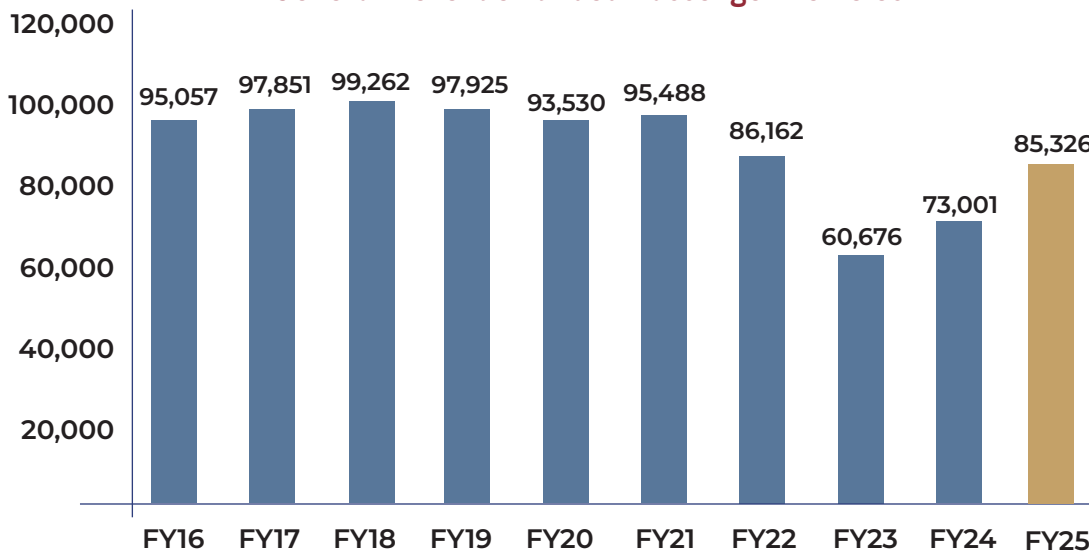
	FY23	FY24	FY25
General Revenue	16.7	12.7	13.7
Federal/Other	12.1	16.3	16.3
All Funds	12.9	14.4	15.4

This data reflects the actual condition of the fleet at the end of each fiscal year without replacement.

Fleet Condition (continued)

General Revenue Fund Replacement Needs

**Average Odometer Readings
General Revenue Funded Passenger Vehicles**

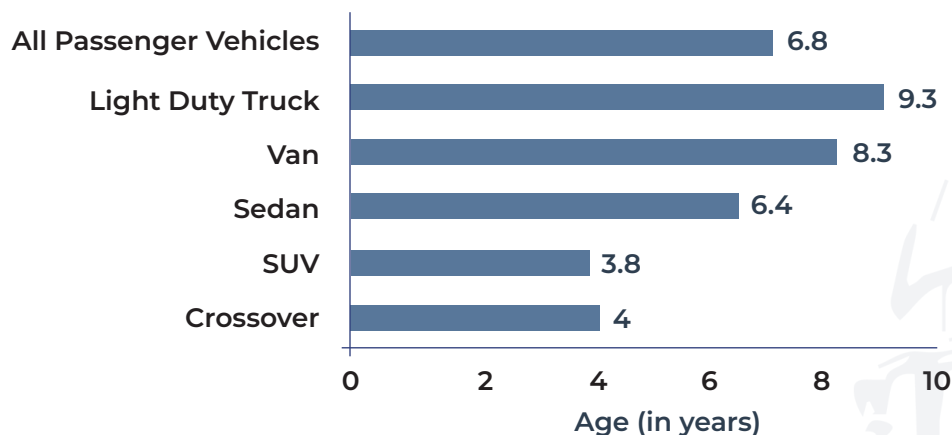


The chart on the left illustrates the average odometer readings based on actual data at the end of FY16 – FY25.

The sharp decrease in FY23 reflects policy ([SP-4](#)) change that reduced mileage replacement criteria from 120,000 to 75,000 miles as well as increase in vehicle production allowing agencies to replace more of their higher mileage vehicles with newer, safer vehicles.

The average age for all General Revenue passenger vehicles in FY25 is approximately seven years. Some light-duty vehicle categories are in better condition than others. Sedans, SUVs and crossovers are more commonly used for statewide travel and are typically targeted for more frequent replacement. The current minimum replacement criteria for passenger vehicles is 75,000 miles, which typically occurs between five to six years for well-utilized vehicles. Ideally, high-use vehicles would be replaced on a regular basis to minimize maintenance and repair costs and to ensure safety and reliability.

**FY25 Average Age General Revenue
Funded Passenger Vehicles**



Fleet Data: Total Business Miles

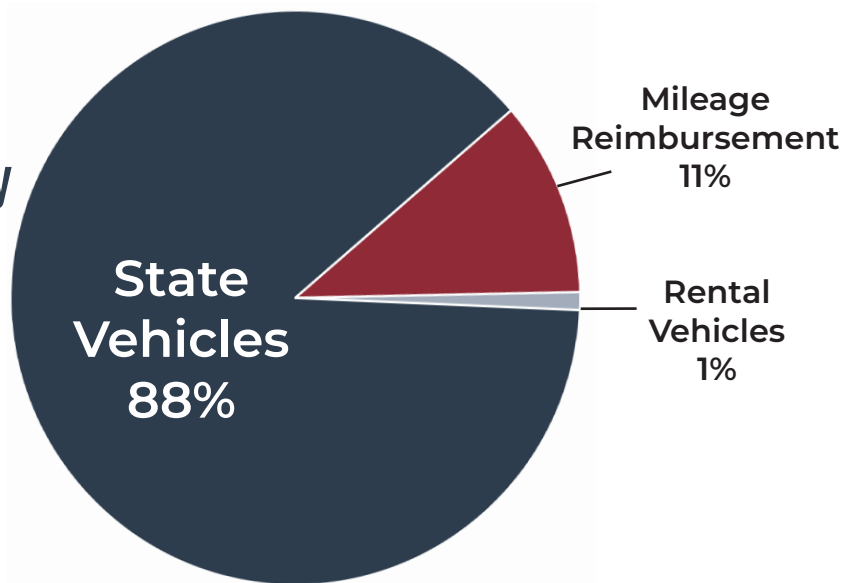
The 'total miles driven' measurement reflects the total business miles traveled on official State business in licensed vehicles. This includes business miles collected from the State Fleet Information System, self-reported data from MoDOT, Conservation, and Highway Patrol, estimated miles reimbursed for personally owned vehicles⁶ and rental vehicle miles reported by Enterprise Rent-a-Car and Hertz.



FY25 Total Business Miles Decreased from FY24

Agencies continue to direct a majority of business miles driven from mileage reimbursement to lower-cost State vehicles. In FY25, 88% of all business miles were driven in State vehicles. State travel policies require employees utilize the lowest-cost travel option available.

FY25 Business Miles by Travel Option



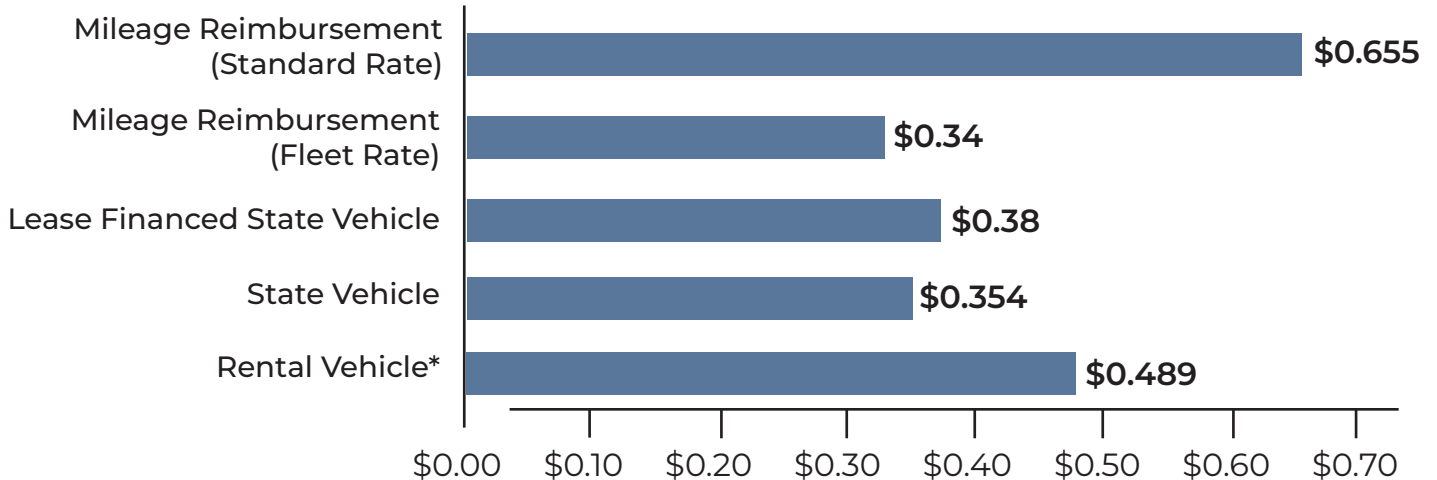
Business Miles Driven by Fiscal Year

Travel Option	FY22	FY23	FY24	FY25
State Vehicles	122,109,210	128,911,590	131,648,006	133,882,284
Mileage Reimbursement	13,780,949	14,666,190	17,606,266	16,315,477
Rental Vehicles	3,160,437	2,793,966	3,499,564	2,385,732
TOTAL	139,050,596	146,371,746	152,753,836	152,583,493

⁶ Calculated by taking total in-state and out-of-state mileage reimbursement expenditures for State employees only, divided by the standard mileage reimbursement rate issued by OA Accounting.

Fleet Data: Travel Cost Options

FY25 Travel Options Cost Per Mile



In FY25, State team members travelled over 146 million miles on State business. State team members may use State vehicles, rental vehicles, or they can use their own vehicles and receive mileage reimbursement. The State Fleet Management Program coordinates a multi-pronged effort, aimed at reducing the State's vehicular travel expenses by redirecting business miles to the lowest-cost option—which is almost always the use of a State vehicle.



0.1%

FY25 Business Miles Driven Decreased from FY24



8%

FY25 Mileage Reimbursement Expenses Decreased from FY24

In most cases, mileage reimbursement is the costliest travel option on a per mile basis. Due to a concerted effort to transfer business miles to lower-cost options, such as State and rental vehicles, mileage reimbursement expenditures decreased in FY25. State team members were reimbursed for 16.3 million business miles in FY25, costing more than \$9.7 million.

*The State rental contract offers unlimited in-state miles, which can make the contract more advantageous to State agencies when employees take long-distance trips that are short in duration. The Trip Optimizer identifies those occasions when a rental vehicle is the lowest-cost option.

Fleet Data: Travel Cost Options

Mileage Reimbursement Rates (cents per mile)

	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
IRS	53.5	54.5	58.0	57.5	56.0	58.5	65.5	65.5	65.5
State of Missouri									
Standard	37.0	37.0	37.0	37.0	43.0	49.0	65.5	65.5	65.5
Fleet	26.0	26.0	26.0	28.0	28.0	28.0	34.0	34.0	34.0

Under the authority of Section [33.095, RSMo.](#), of the OA Commissioner sets the mileage reimbursement rate for officials and employees. Additionally, the [State Vehicular Travel Policy](#) includes a dual mileage reimbursement rate structure, consisting of a standard rate and a reduced fleet rate. The lower fleet rate reflects the direct costs to operate a State-owned vehicle and is used to reimburse employees who choose to use personal vehicles.¹

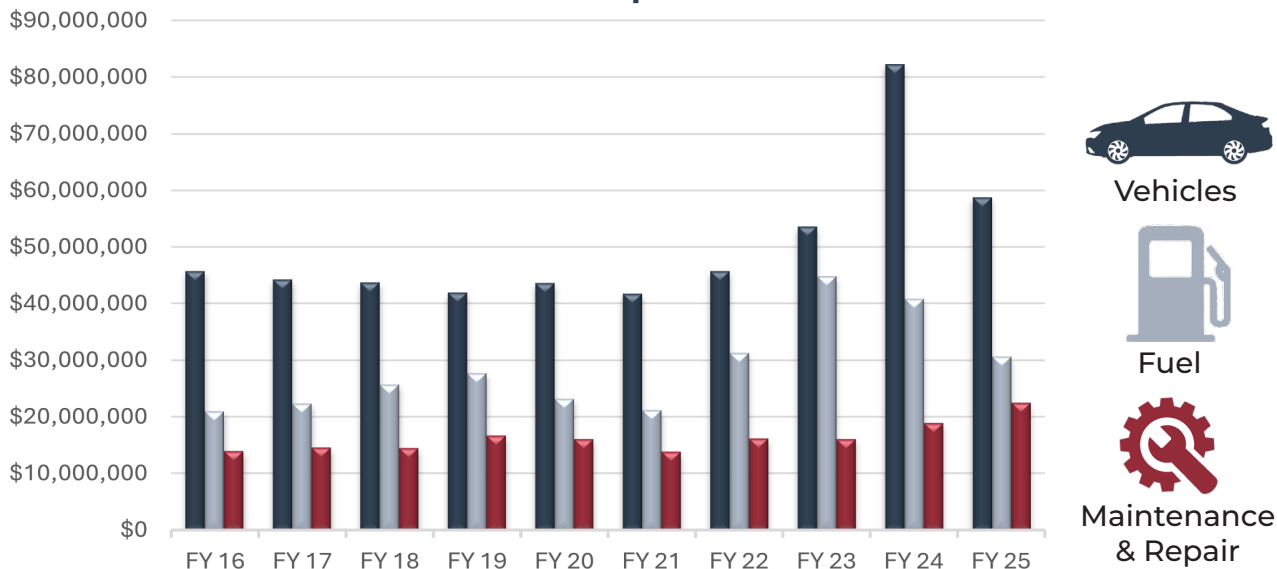
¹ The OA Commissioner increased the standard mileage rate to 65.5 cents per mile for FY23, effective April 3, 2023, with the passage and signing of the FY22 supplemental budget and administrative rule change.

Fleet Data: Fleet Expenditures

The State makes a significant investment in supporting and maintaining a vehicle fleet for agencies to provide essential services for Missourians. The decrease of fleet expenses in FY25 is a result of lower fuel and vehicle prices and agencies replacing fewer vehicles.


21%
**FY25 Fleet Expenses
Decreased from FY24**

Total State Fleet Expenditures



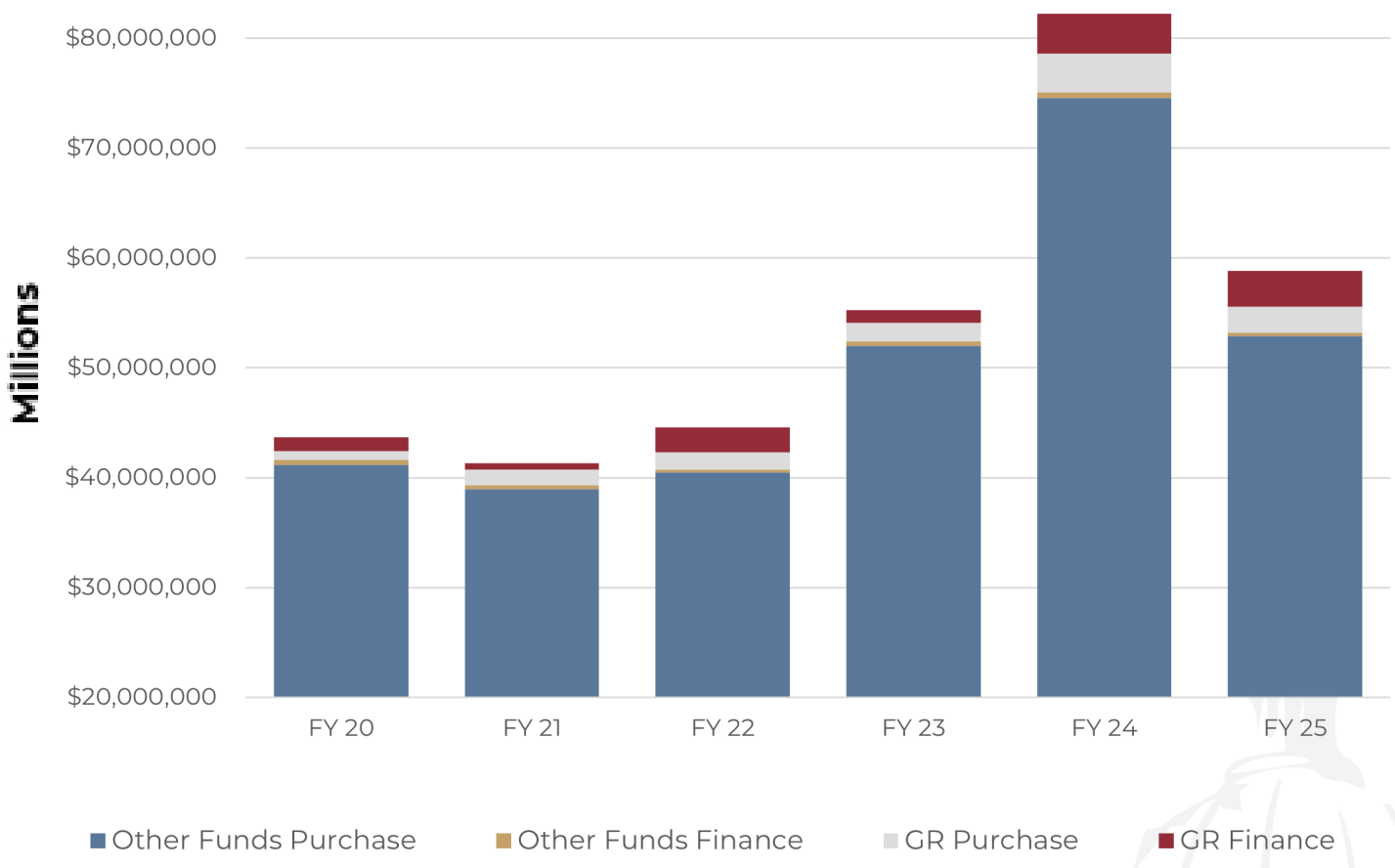
Fiscal Year	Vehicles	Fuel	Maintenance & Repair	Total
FY16	\$45,808,921	\$20,986,043	\$13,994,735	\$80,789,699
FY17	\$44,290,584	\$22,399,057	\$14,602,790	\$81,292,431
FY18	\$43,734,585	\$25,736,901	\$14,497,240	\$83,968,726
FY19	\$42,012,637	\$27,704,200	\$16,712,491	\$86,429,798
FY20	\$43,706,407	\$23,228,331	\$16,080,254	\$83,014,992
FY21	\$41,804,286	\$21,210,023	\$13,893,277	\$76,907,586
FY22	\$45,721,754	\$31,327,363	\$16,141,408	\$93,190,525
FY23	\$53,657,323	\$44,855,511	\$16,046,626	\$114,559,460
FY24	\$82,242,199	\$40,829,088	\$18,873,299	\$141,944,586
FY25	\$58,807,249	\$30,688,942	\$22,499,152	\$111,995,343

Fleet Data: Vehicle Purchases

The State should replace approximately 13% of the fleet each year based on a six-year replacement cycle², to avoid large fluctuations in upfront capital required for fleet replacement. The General Revenue investment in just passenger vehicles should be at least \$2.9 million annually³ to maintain a regular replacement cycle. Over the past three fiscal years, General Revenue funding has averaged \$2 million⁴ for all vehicle types.

The following charts illustrate the total costs of vehicle purchases compared to General Revenue vehicle purchases. Total costs of vehicle purchases decreased by 28% from \$82.2 million in FY24 to \$58.8 million in FY25, which included 16 approved expansions.*

**Total Cost of Vehicle Purchases
(Passenger and Non-Passenger Vehicles)**



² Based on current [State Vehicle Policy](#) minimum replacement criteria of 75,000 miles and minimum annual use requirements for pool and individually assigned vehicles of 12,500 miles.

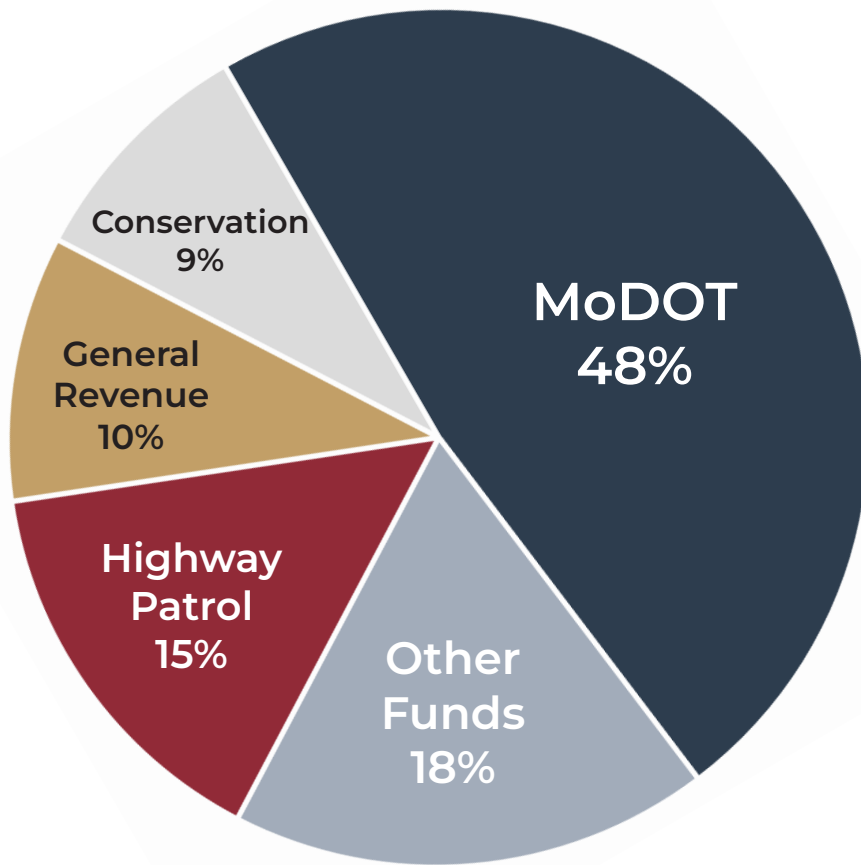
³ GR vehicle count of 906*13%*\$25,309.91 (average passenger vehicle price).

⁴ Includes funds for outright purchase and lease purchase payments for GR vehicles.

*Approved agency expansions: MDA 1, DED 1, DMH 2, DOR 1, DNR 1, OA-FMDC 2, DHEWD 1, MONG 7

Fleet Data: Vehicle Purchases

FY25 Vehicle Purchases by Fund*



Fund Number	Description	FY24	FY24 % of Total	FY25	FY25 % of Total
609	Conservation	\$7,619,459		\$5,260,642	
320	MoDOT/State Road	\$37,548,738	69%	\$22,250,826	72%
695	Highway Patrol	\$11,494,952		\$6,304,609	
101	General Revenue	\$7,182,331	9%	\$8,867,994	10%
Other	All Other Funds	\$18,396,719	22%	\$10,496,936	18%
ALL FUNDS		\$82,242,199	100%	\$58,807,249	100%

*Includes master lease financing of vehicles.

Fleet Data: Licensed Vehicles

Licensed Vehicles per Agency*		Change from FY24
Transportation	3,676	-4
Public Safety	1,540	+26
Conservation	1,277	+6
Corrections	893	+2
Social Services	724	-3
Natural Resources	564	-1
Mental Health	402	-2
Office of Administration	315	-1
Agriculture	272	+2
Health & Senior Services	100	-2
Elementary & Secondary Education	87	-4
Commerce & Insurance	76	-3
Lottery	69	+1
Revenue	54	+1
National Guard	47	+10
Labor & Industrial Relations	30	+1
Attorney General	20	0
Office of State Courts Administrator	20	0
Secretary of State	16	0
State Tax Commission	15	0
Supreme Court	6	+1
Higher Ed. & Workforce Development	4	+1
Legislature	3	0
Treasurer	2	0
Economic Development	2	+1
Governor's Office	1	0
Missouri Council on the Arts	1	0
State Auditor	1	0
TOTAL	10,217	+32

At the end of FY25, the State of Missouri owned 10,217 licensed motor vehicles.

The largest owners of State vehicles are the Departments of Transportation, Public Safety, and Conservation.

Departments of Transportation, Conservation, and Missouri State Highway Patrol maintain vehicle data in their own fleet systems.

OA oversees and maintains data for 3,724 of the 10,217 licensed motor vehicles.

**As of June 30, 2025*

Fleet Data: Licensed Vehicles

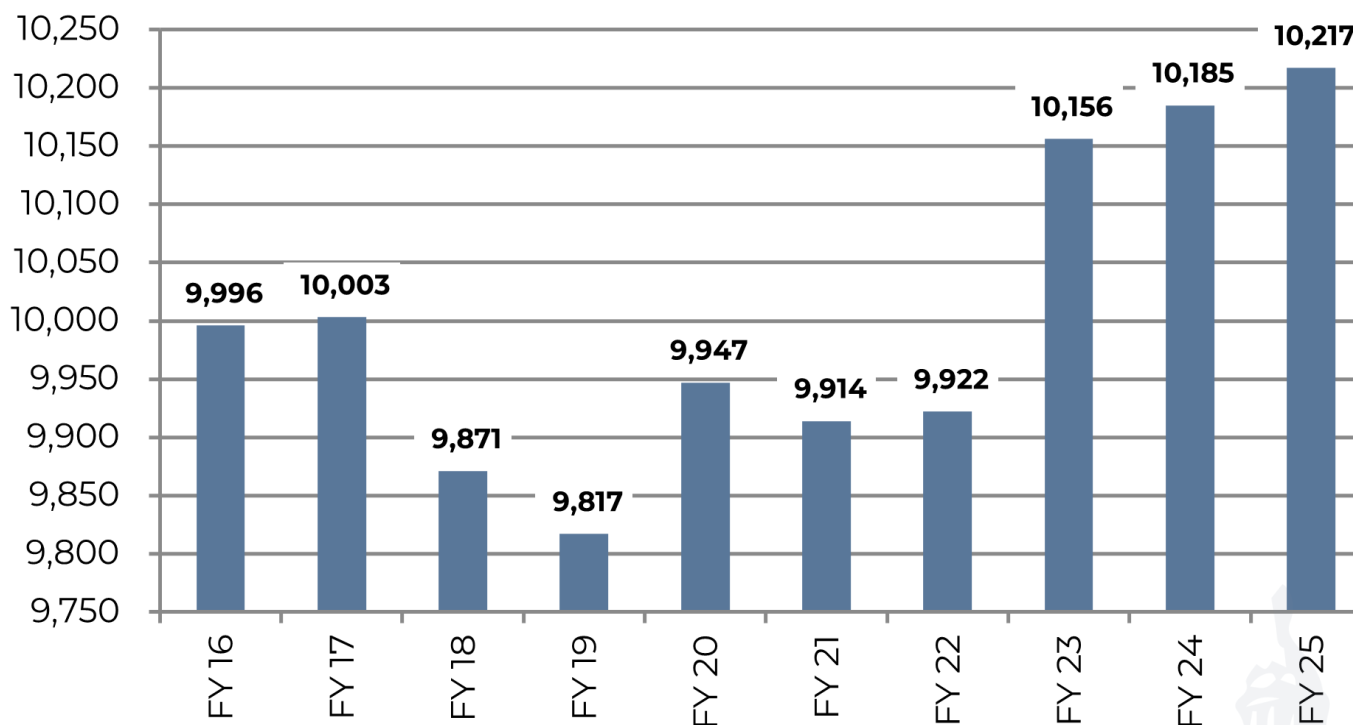
State Vehicle Count by Fiscal Year

In FY25 total licensed vehicle counts for State agencies increased from 10,185 in FY24 to **10,217** vehicles.



32*

FY25 State Vehicle Count Increased from FY24



Data presented above includes all State agencies.

*Includes Missouri State Highway Patrol and Conservation increasing their fleet by 21 vehicles and 16 approved vehicle expansions.

Fleet Data: Licensed Vehicles

Licensed Vehicles per 100 Employees⁵

Conservation	76.8
Transportation	71.7
Agriculture	69.6
Highway Patrol	56.9
Office of Administration*	16.9
Social Services	12.1
Revenue	11.8
Commerce and Insurance	10.9
Natural Resources	10.7
National Guard	10.7
Corrections	9.9
Public Safety (not including MSHP)	9.6
Judiciary	7.5
Attorney General's Office	7.5
Secretary of State	6.7
Mental Health	5.8
Labor & Industrial Relations	5.7
Elementary & Secondary Education	5.6
Health and Senior Services	5.4
Higher Education (DHEWD)	1.4
Economic Development	0.7
Legislature	0.6
State Auditor	0.1
STATE AVERAGE	22.5



**FY25 Vehicles per
100 Employees
Decreased from FY24**

In FY25, there were, on average, 22.5 vehicles per 100 employees, which was a decrease from 23.9 in FY24.

The table on the right represents the number of licensed vehicles in FY25 for every 100 employees by agency.

⁵ Excludes agencies with less than 100 employees.

* OA vehicle count includes vehicles assigned to the State Motor Pool, which are utilized by all State agencies. If State Motor Pool vehicles are excluded, the licensed vehicles per 100 employees for OA would be 11.

Fleet Data: Total Business Miles

In FY25, 152.5 million miles were driven annually on State business. This emphasizes the need to control expenses by promoting the use of cost-effective travel options, primarily State vehicles. Efficient fleet replacement is essential to provide safe, reliable vehicles for State team members.

Business Miles Driven by Agency*

	FY22	FY23	FY24	FY25
Transportation	41,398,290	38,474,644	39,725,918	41,656,953
Public Safety	31,535,020	32,249,894	31,403,273	32,424,351
Social Services	10,934,289	15,283,707	15,630,421	14,891,183
Conservation	13,903,695	14,493,060	14,083,928	13,973,067
Corrections	11,343,488	12,289,940	13,643,128	13,745,169
Natural Resources	5,635,737	6,015,408	6,897,155	6,371,062
Health & Senior Services	3,425,586	4,461,514	5,710,509	5,465,347
Mental Health	2,803,229	3,368,289	4,414,645	4,329,946
Agriculture	4,152,480	4,283,780	4,174,074	4,223,835
Elementary & Secondary Education	1,613,633	2,171,945	2,660,578	2,556,822
Public Defender	2,004,295	2,468,196	2,441,717	2,023,632
Revenue	1,685,589	1,857,468	1,929,808	1,880,858
Office of Administration	1,819,419	2,158,627	2,198,871	1,817,674
Commerce & Insurance	1,377,877	1,550,987	1,669,923	1,557,752
Judiciary	1,311,736	1,367,603	1,497,361	1,444,587
Legislature	1,383,490	1,366,385	1,447,691	1,414,180
Attorney General	734,088	774,175	781,357	837,540
Higher Ed. & Workforce Development	1,135,768	573,329	677,870	564,072
Labor & Industrial Relations	295,112	361,601	394,785	403,068
Economic Development	265,091	467,019	423,984	379,207
National Guard	-	-	560,835	285,267
Secretary of State	154,145	186,327	214,627	178,242
State Auditor	64,401	93,435	111,269	105,681
State Treasurer	9,297	12,882	19,298	20,749
Governor	51,332	30,414	31,494	18,655
Lt. Governor	13,509	11,117	9,317	14,594
Total	139,050,596	146,371,746	152,753,836	152,583,493

*Includes miles driven in state and rental vehicles, as well as miles reimbursed to State employees.

Fleet Data: State Vehicle Use

State vehicles are used for a variety of functions. The State fleet information system classifies vehicles according to their assignment (pool, function, or individual) and purpose (client transportation, employee transportation, special purpose, or task specific).⁷

Primary Assignment	% of Vehicles	Average Miles Driven	% of Miles Driven
Individual	14%	15,894	38%
Pool	31%	15,922	38%
Function	55%	10,475	25%

The tables on this page illustrate the various classifications of vehicle assignments along with the associated miles driven per assignment for FY25.

Purpose	% of Vehicles	Average Miles Driven	% of Miles Driven
Employee Transportation	35%	14,102	38%
Special Purpose	17%	14,290	20%
Task Specific	30%	9,607	23%
Client Transportation	18%	13,941	19%

Fleet purpose descriptions for each agency are available at the end of this report.

Examples of State vehicle use include:

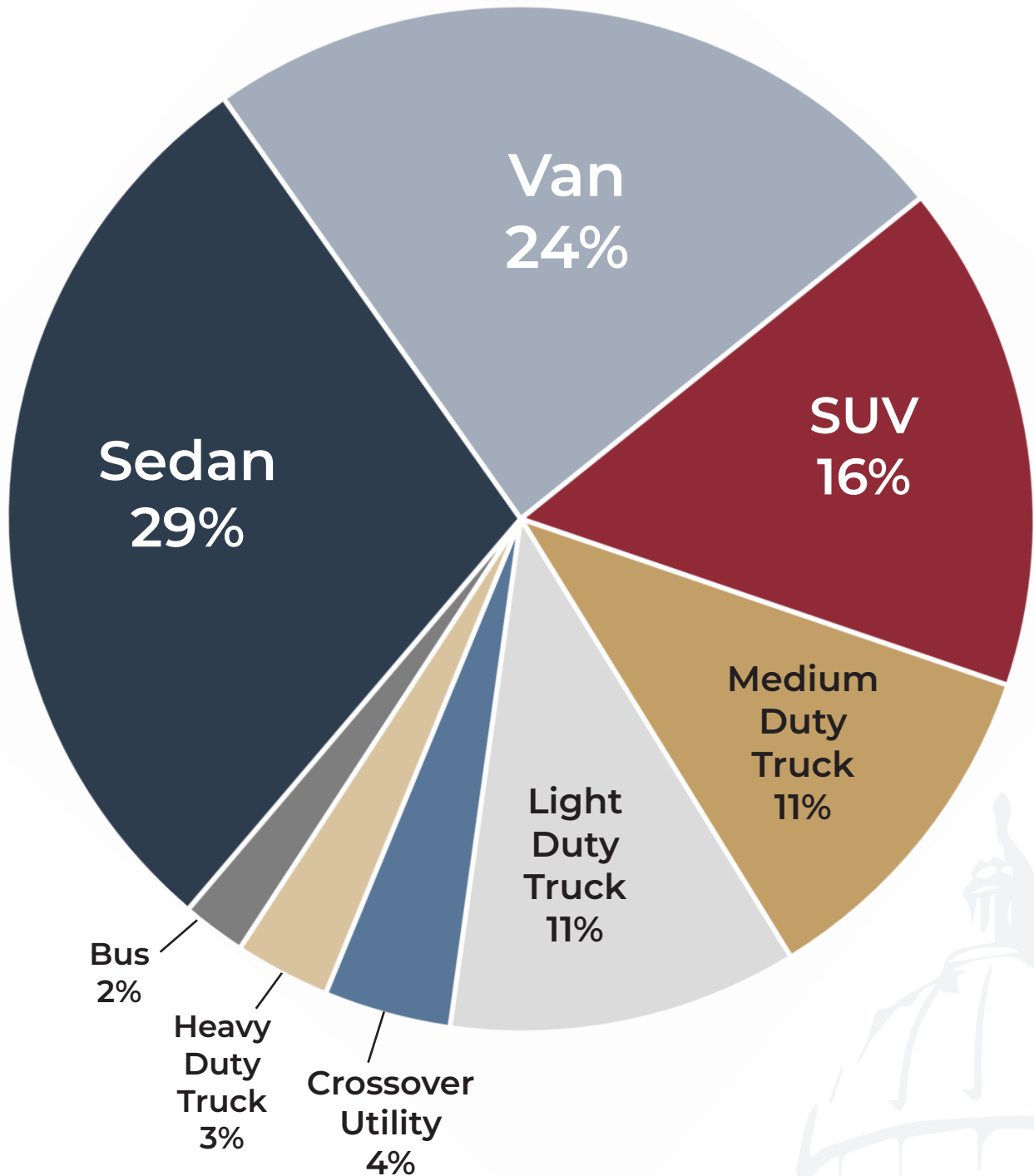
- Law enforcement
- Caseworkers
- Child abuse and neglect investigations
- Mental health client transportation
- Emergency response
- Facility support
- Road and maintenance construction
- Meat and grain inspections
- Mail delivery
- Nursing home inspections
- Employee transportation
- Parks maintenance
- Corrections' client transportation
- Environmental investigations and enforcement

⁷ Data from the Departments of Transportation and Conservation and the Missouri State Highway Patrol are excluded from this analysis.

Per [State Vehicle Policy](#), pool and individual assigned vehicles must travel at least 12,500 miles per year. Assigned function vehicles must travel at least 5,000 miles per year.

Fleet Data: State Fleet Composition

The chart below illustrates the breakdown of licensed vehicles in the State fleet. The data excludes the Departments of Transportation, Conservation, and the Missouri State Highway Patrol.

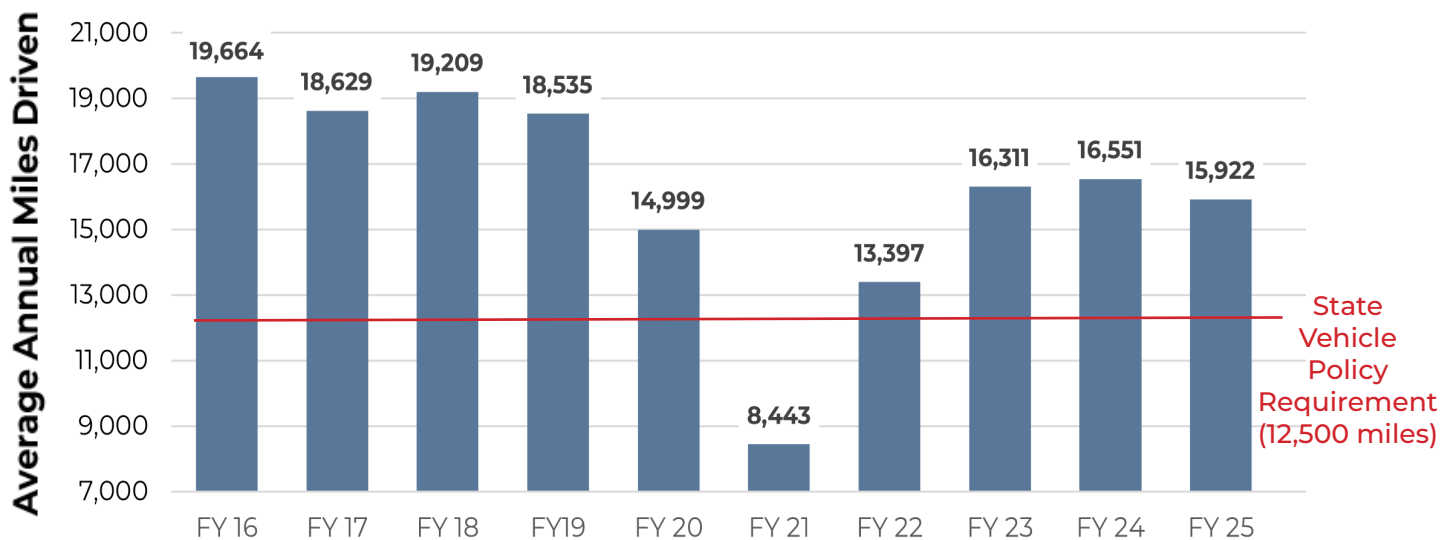


Fleet Data: Pool Vehicle Utilization

Vehicles assigned to a pool are available for use by multiple agencies and individuals, which increases their utilization.

State pool vehicles averaged 15,807 miles in FY25.** Approximately 31% of vehicles in the State fleet are assigned to a pool as general-use vehicles, available for multiple individuals. The State Fleet Management Program continues to encourage the use of pool vehicles to maximize the use of State vehicles.

Average State Pool Vehicle Use



FY25 Average Annual Miles Driven by Agency Pool Vehicles

Office of Administration**	20,438	Attorney General	12,065
Social Services	17,567	National Guard	11,346
Corrections	16,037	Highway Patrol	10,823
Agriculture	14,955	Mental Health	10,289
Public Safety (Except MSHF)	14,397	Commerce & Insurance	10,061
Conservation	14,127	Secretary of State	9,997
Health & Senior Services	13,954	Natural Resources	9,649
Elementary & Secondary Education	13,542		

**State
Average:**
15,807**

*Excluding MODOT due to new fleet information system.

**OA average annual miles includes vehicles assigned to the State Motor Pool, which are utilized by all State agencies. If State Motor Pool vehicles are excluded, the average annual miles for OA would be 14,531.

Fleet Data: Cost per Mile

The primary measure in evaluating fleet costs is the **total cost per mile**. Tracking the cost to own and operate State vehicles is essential to making informed decisions regarding the State fleet. The weighted average cost to own and operate a non-specially equipped vehicle in the State fleet was **\$0.5584 per mile in FY25**.

The State of Missouri keeps state vehicle costs low through several cost containment strategies:

- Vehicles are purchased through State contracts at a discount from manufacturer suggested retail prices (MSRP) due to fleet incentives from the auto manufacturers.
- State agencies can reduce operating costs by utilizing State maintenance facilities and contracts such as the State tire contract. With a labor rate significantly below other local vendors, State Vehicle and Collision Services in Jefferson City saves State agencies hundreds of thousands of dollars each year.
- The State of Missouri self-assumes liability coverage for motor vehicle accidents through the State Legal Expense Fund and administers motor vehicle claims internally.

Cost Per Mile

Cost Component	Compact	Mid	Full	SUV	Crossover	Weighted Average
Depreciation	\$0.1677	\$0.1316	\$0.2337	\$0.2291	\$0.1866	\$0.2745
Insurance/Fleet Fee	\$0.0178	\$0.0178	\$0.0178	\$0.0178	\$0.0178	\$0.0178
Administration	\$0.0200	\$0.0200	\$0.0200	\$0.0200	\$0.0200	\$0.0200
Fuel	\$0.0925	\$0.0923	\$0.1396	\$0.1219	\$0.1067	\$0.1638
Maintenance/Repair	\$0.0783	\$0.0415	\$0.0759	\$0.0464	\$0.0622	\$0.0823
TOTAL	\$0.3763	\$0.3032	\$0.4870	\$0.4352	\$0.3933	\$0.5584

The weighted average cost per mile is calculated based on the number of compact, mid, and full-size sedans in the fleet, as well as SUVs and crossovers.



Fleet Data: Fuel Costs

Fuel Trends

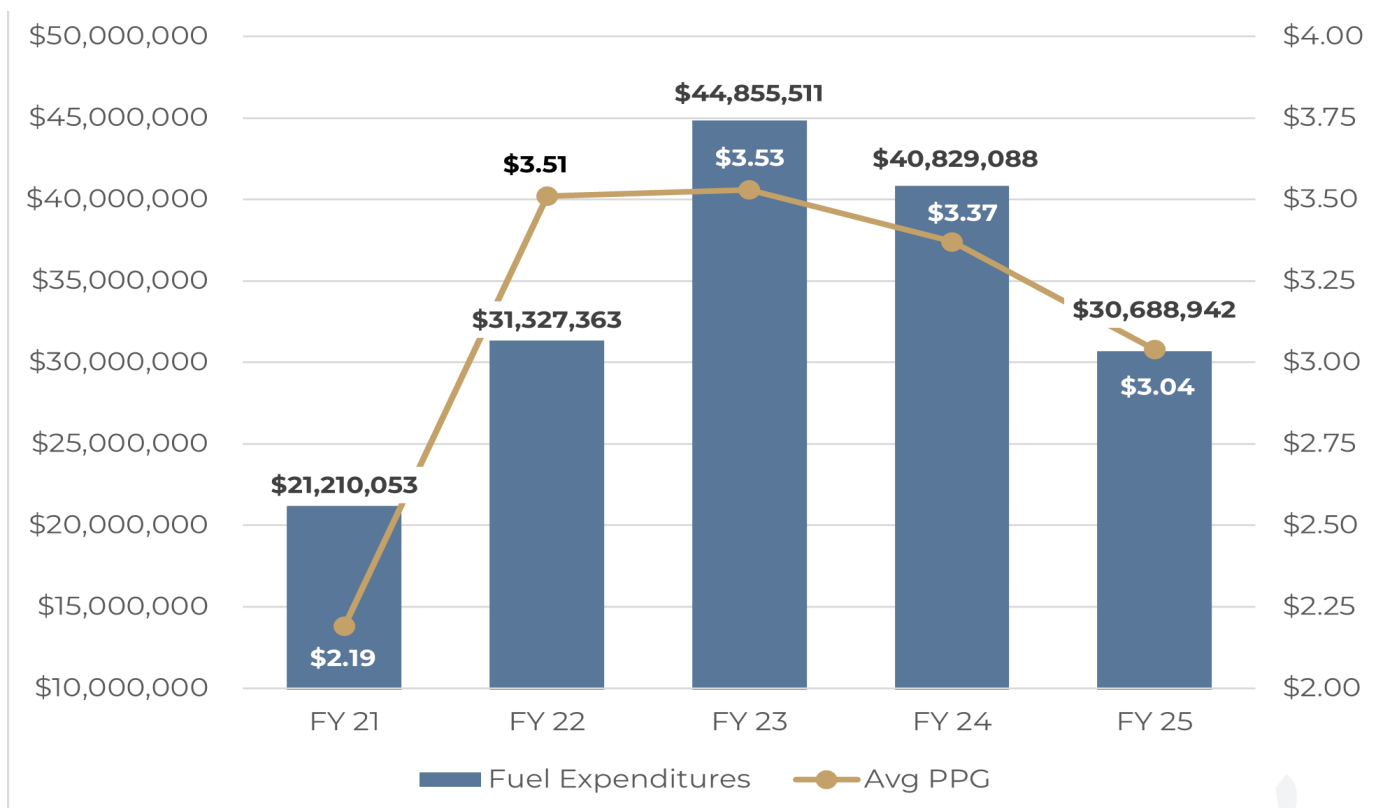
According to the [U.S. Energy Information Administration \(EIA\)](#), FY25 fuel prices decreased by 9.8% from FY24.



Fuel Expenditures



FY25 Fuel Expenses Decreased from FY24



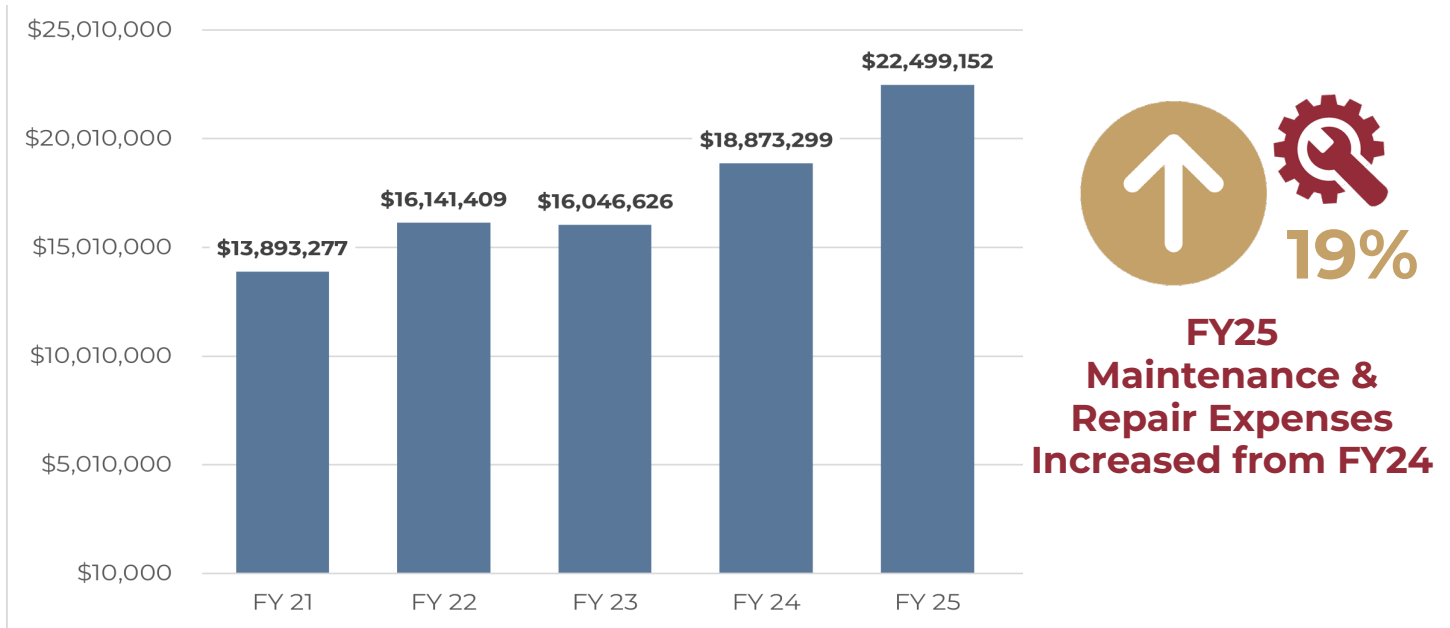
Fuel Expenditures by Agency

Agency	FY21	FY22	FY23	FY24	FY25	% Change FY24-FY25
Transportation	\$11,510,464	\$15,952,698	\$24,757,610	\$22,655,491	\$15,602,563	-31%
All Other Agencies	\$3,968,030	\$6,526,191	\$9,027,369	\$7,531,086	\$7,033,014	-7%
Highway Patrol	\$3,675,292	\$5,623,297	\$5,866,426	\$6,109,382	\$5,289,529	-13%
Conservation	\$2,056,267	\$3,225,177	\$5,204,106	\$4,533,129	\$2,763,836	-39%
TOTAL	\$21,210,023	\$31,327,363	\$44,855,511	\$40,829,088	\$30,688,942	-25%

Fleet Data: Maintenance and Repair Costs

State agencies reported a 19% increase in maintenance and repair expenditures in FY25.

Maintenance & Repair Expenditures



Maintenance & Repair Expenditures by Agency

Agency	FY21	FY22	FY23	FY24	FY25	% Change FY24-FY25
Transportation	\$9,788,405	\$10,275,480	\$10,463,101	\$11,593,113	\$13,979,444	21%
All Other Agencies	\$1,675,706	\$2,420,368	\$2,229,643	\$2,653,968	\$2,989,734	13%
Highway Patrol	\$1,154,612	\$1,982,784	\$2,151,488	\$3,165,188	\$4,033,730	27%
Conservation	\$1,274,554	\$1,462,777	\$1,202,394	\$1,461,030	\$1,496,244	2%
TOTAL	\$13,893,277	\$16,141,409	\$16,046,626	\$18,873,299	\$22,499,152	19%

Data includes information for licensed vehicles only.

*MODOT and MSHP attributes the higher maintenance to increased upfitting costs, increased pricing for regular maintenance items, and repairs due to accidents.

Fleet Data: Rental Contracts

The rental services contract plays an important role in State agencies' efforts to manage transportation expenditures. Short-term rentals typically provide a lower cost option to mileage reimbursement when State vehicles are unavailable.

Agencies can determine whether to utilize the rental contract, based on results from the Trip Optimizer—a web-based cost-estimating tool that calculates the lowest-cost travel option for each trip.

The State rental contract offers unlimited in-state miles, making the contract more advantageous to State agencies when team members take long-distance trips that are short in duration. The following table illustrates rental contract utilization and estimated savings per mile compared to the standard mileage reimbursement rate.

Vehicle Rental Contract Data

Fiscal Year	Trips	Rental Days	Miles Driven	Average Rental Cost per Mile	Standard Mileage Rate	Savings per Mile	Estimated Total Savings
2015	6,019	14,234	2,603,986	\$0.289	\$0.37	\$0.081	\$211,701
2016	6,214	14,420	2,799,073	\$0.252	\$0.37	\$0.118	\$330,773
2017	6,429	15,599	3,162,946	\$0.248	\$0.37	\$0.122	\$384,315
2018	6,885	15,630	4,096,502	\$0.225	\$0.37	\$0.145	\$592,414
2019	9,118	19,722	5,569,000	\$0.228	\$0.37	\$0.142	\$789,525
2020	7,028	17,318	4,684,155	\$0.219	\$0.37	\$0.151	\$705,666
2021	2,829	9,057	1,520,983	\$0.315	\$0.43	\$0.112	\$170,020
2022	4,828	13,699	3,133,061	\$0.280	\$0.43	\$0.150	\$468,482
2023	5,925	15,525	3,457,308	\$0.344	\$0.655	\$0.311	\$3,119,748
2024	6,546	18,606	3,449,564	\$0.384	\$0.655	\$0.271	\$2,555,838
2025	6,608	17,696	2,617,194	\$0.489	\$0.655	\$0.166	\$391,476

Agency Fleet Compliance

Fleet Management Statute

Section 37.450, RSMo., authorizes the OA Commissioner to issue policies governing the acquisition, assignment, use, replacement, and maintenance of State-owned vehicles. The [State Vehicle Policy](#) promulgates these policies. The State Fleet Management Program monitors agency compliance with the fleet management statute and the [State Vehicle Policy](#).



Reporting of State Vehicle Data

As required under Section 37.450, RSMo.⁸, the State fleet information system was implemented on May 17, 2021. Agencies are required to submit vehicle data in a format and frequency requested by the State Fleet Manager.

The following agencies maintain their own fleet systems and do not submit detailed vehicle data to OA:

- Department of Transportation
- Department of Conservation
- Missouri State Highway Patrol

Without detailed vehicle data, State Fleet Management is unable to confirm agency compliance with minimum utilization standards outlined in the [State Vehicle Policy](#) for the agencies listed above. These agencies do submit fleet summary data to OA on an annual basis.

⁸ Section 37.450, RSMo. (3) The fleet manager shall institute and supervise a State fleet vehicle tracking system in which the cost of owning and operating each State vehicle is documented by the agency owning the vehicle. All State agencies shall report the purchase and the sale of any vehicle to the fleet manager and provide any additional information requested by the fleet manager in the format, manner and frequency determined by the office of administration.

Agency Fleet Compliance

State Vehicle Fleet Fee

The fleet management statute⁹ requires each State agency to pay a State vehicle fleet fee for each vehicle it owns, as determined by OA. Fee assessments are issued every July, based on the number of active vehicles recorded in the State fleet information system as of June 30 each year.

The purpose of the fleet fee is to fund the State Fleet Information System and other administrative expenses incurred in management of the State fleet. Administrative costs including salaries and benefits of staff assigned to Fleet Management, and minor expenses and equipment are included in the fee calculation.

Since the Departments of Transportation and Conservation, and the Missouri State Highway Patrol have fleets of more than 1,000 vehicles, their fleet fee was reduced to half of the regular fee as allowed by statute.¹⁰

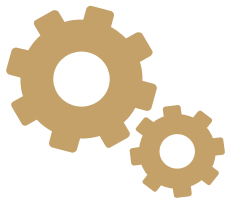
In FY25, the fee was \$37 per licensed active vehicle, an increase of \$1 from FY24.



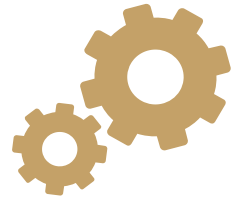
⁹ Section 37.450, RSMo. (7) Each agency shall pay a State vehicle fleet fee, as determined by the Office of Administration, for each vehicle it owns for the purpose of funding the State fleet vehicle tracking system and for other administrative expenses incurred in management of the State vehicle fleet. Any agency that owns at least 1,000 vehicles shall receive a credit against the State vehicle fleet fee for the internal fleet management services performed by such agency, provided such agency furnishes all information required by the fleet manager.

¹⁰ Neither the Department of Transportation nor the Department of Conservation have paid the fleet fee and question the value of the benefit received from the State Fleet Management Program.

FY26 Program Goals



The State Fleet Management Program has established the following goals to further improve efficiencies in the State fleet in 2026.



- 1. Assessment of Centralization:** Evaluate the current decentralized fleet model to identify areas where centralizing tasks—such as maintenance or administration—would reduce costs and improve decision-making.
- 2. Centralized Procurement:** Develop recommendations to transition to centralized vehicle procurement. This will allow State Fleet Management to own the vehicles and establish a consistent 3-to-4-year replacement cycle.
- 3. Internal Leasing Model:** Propose a State vehicle lease program where State Fleet Management leases vehicles back to agencies. This model would include a monthly fee covering preventative and corrective maintenance, ensuring safer, more reliable vehicles for agency staff.
- 4. Driver Safety:** Collaborate with OA Risk Management and OA Communications to launch a comprehensive fleet driver safety program by the end of 2026.
- 5. Education & Training:** Continue quarterly workshops and training for agency fleet managers, focusing on risk management, acquisition strategies, and cost-efficiency.
- 6. Fleet Optimization:** Continue advising agencies on “right-sizing” and “right-typing” their fleets to reduce reliance on costly personal mileage reimbursement.
- 7. System Modernization (MOVERS):** Support the transition to the Missouri Vital Enterprise Resource System (MOVERS). This system will streamline asset management from inception to retirement, automating tasks and providing robust data analytics.
- 8. Infrastructure Development:** Collaborate with FMDC to finalize requirements for the new State Vehicle and Collision Services and Motor Pool location at the West Campus, ensuring the layout supports future operational needs.